

Development Management Sub Committee

Wednesday 20 June 2018

**Application for Approval of Matters Specified in Conditions
17/05883/AMC**

**At Land 292 Metres West Of 10, Gilmerton Station Road,
Edinburgh**

**Approval of matters specified in conditions 1 (b)-(j)i, iv and 6
of Planning Permission in Principle 14/01649/PPP for the
erection of 293 residential units with associated
infrastructure works (as amended).**

Item number	4.18
Report number	
Wards	B16 - Liberton/Gilmerton

Summary

The development is in accordance with the planning permission in principle and the approved masterplan for the wider site. The layout, siting, design and scale are acceptable. The proposed development will not give rise to any adverse impacts on amenity for existing or future residents. Measures are proposed as part of the development of the wider site to mitigate any impacts on traffic, road safety and air quality within the local area. Overall, the proposed development is acceptable.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN09, LEN20, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02, NSGSTR,

Report

Application for Approval of Matters Specified in Conditions 17/05883/AMC

At Land 292 Metres West Of 10, Gilmerton Station Road, Edinburgh

Approval of matters specified in conditions 1 (b)-(j)i, iv and 6 of Planning Permission in Principle 14/01649/PPP for the erection of 293 residential units with associated infrastructure works (as amended).

Recommendations

1.1 It is recommended that this application be Approved subject to the details below.

Background

2.1 Site description

The site has an area of 9.77 hectares and covers phase 2 of the masterplan area of housing proposal HSG 24 as allocated in the adopted Edinburgh Local Development Plan.

The site is currently an open field. To its north is phase 1 of the wider masterplan area, which is currently under construction. The site of the former Gilmerton Station and goods yard lies immediately to the east of the site across Gilmerton Station Road. To the south is agricultural land which forms phases 3 and 4 of the masterplan area. The site is bound to the west by residential properties on Ravenscroft Place and Ravenscroft Gardens along with some agricultural buildings.

2.2 Site History

18 January 2016 - Planning permission in principle granted for residentially-led mixed use development including primary school, commercial/community uses, open space, access, car parking and landscaping at land 292 metres west of 10 Gilmerton Station Road (application reference: 14/01649/PPP). The application was granted following an appeal against the failure of the planning authority to issue a decision within the prescribed period.

22 December 2016 - Approval of matters specified in condition 1.a) a site development layout and phasing plan showing a phased implementation programme for built development, road and footpath provision, open space provision, tree and shrub planting and woodland management (as amended) (application reference: 16/03299/AMC).

2 March 2017 - Approval of matters specified in conditions 1(b)-1(f), 1(h)-1(i), 1(j)i, v-vii and conditions 2-5 of Planning Permission in Principle ref 14/01649/PPP for the first phase of development for the erection of 199no. dwellings, four units for commercial or community use and associated works (application reference: 16/04382/AMC).

18 April 2018 - Approval of matters specified in condition 1(g) -1(j)ii,iii and iv of Planning Permission in Principle ref 14/01649/PPP for the first phase of development for the erection of 199no dwellings and associated works (application reference: 17/04164/AMC).

19 December 2017 - Application submitted for approval of matters specified in conditions 1(b), (d), (e), (f), (g), (h) (i), 6 and 10 of Planning Permission in Principle 14/01649/PPP for the erection of 315 residential units (application reference: 17/05925/AMC).

Main report

3.1 Description Of The Proposal

This application seeks approval of a number of matters specified in condition 1 and 6 of the permission (14/01649/PPP), relating to the layout and design of the proposal.

Condition 1 states that:

Plans and particulars of the matters listed below shall be submitted for consideration by the planning authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the planning authority has been given, and the development shall be carried out in accordance with that approval.

Approval of Matters:

- *(b) the siting, design and height of development, including the design of all external features and glazing specifications;*
- *(c) the design and configuration of public and open spaces, including all external materials and finishes;*
- *(d) car and cycle parking, access, road layouts and alignment, classification of streets and servicing areas;*
- *(e) footpaths and cycle routes;*
- *(f) waste management and recycling facilities;*
- *(g) surface water and drainage arrangements;*
- *(h) existing and finished ground levels in relation to Ordnance Datum;*
- *(i) details of sustainability measures in accordance with Edinburgh Standards for Sustainable Building;*

- (j) *i. walls, fences, gates and any other boundary treatments; and*
- *iv. programme of completion and subsequent maintenance including a separate landscape maintenance plan for the SUDS areas.*

Condition 6 states that:

The site development layout and phasing plan shall include full details of the location and design of the surface water drainage scheme to be installed within the application site and shall be submitted for the approval of the planning authority. The scheme shall comply with the Scottish Environment Protection Agency's (SEPA) principles and contain a surface water management plan.

The proposal is for the detailed layout and design of phase 2 of the development, as indicated within the phasing strategy outlined in the masterplan. The development consists of 293 dwellings comprising 230 detached, semi-detached and terraced houses and 63 flats. The houses are all two storeys and the flats three storeys in height and are proposed to be finished in brick with concrete roof tiles.

Parking is provided at two spaces per unit for the semi and detached housing, 1.5 spaces per unit for the private terraces and one space per unit for the affordable units.

The proposal follows the principles of the masterplan for this part of the site, with the provision of a mixture of residential densities with higher density development provided around the site of the proposed school and overlooking the open space. Lower density development is located along the secondary and tertiary routes.

A new vehicular access will be formed off Gilmerton Station Road. Within the site the network of routes for cars, cyclists and pedestrians will connect with those on phases 1 and 3. A continuation of the pedestrian/cycle path provided at phase 1 will be delivered along the Gilmerton Station Road edge in line with the masterplan. On the western side two pedestrian/cycle connections are made through to existing developments on Ravenscroft Gardens and Ravenscroft Place.

The site slopes down from west to east requiring two SUDS areas to be provided along the Gilmerton Station Road frontage.

Scheme 1

The original scheme provided for only a single narrow connection to the existing townscape to the west and did not include the pedestrian/cycle path alongside Gilmerton Station Road. The layout was amended to provide higher density development around the areas of open space and to ensure that the houses overlook civic spaces. Off-street parking in front of properties on the primary streets has also been reduced.

The initial proposal also sought to discharge the conditions relating to landscaping, however this has been removed for further discussions to take place.

Supporting Information

The following information was submitted in support of the application:

- Drainage Report;
- Surface Water Management Plan;
- Noise Impact Assessment;
- Sustainability Statement;
- Tree Survey;
- Site investigation Report; and
- Quality Audit

These are available to view on the Planning and Building Standards Online Service.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the principle of the development is acceptable;
- b) the details of the development are acceptable;
- c) the proposal will provide suitable amenity to future and existing residents;
- d) there are any air quality issues;
- e) there are any other material considerations; and
- f) comments raised have been addressed.

a) Principle

The principle of the development has been accepted by the granting of planning permission in principle (reference number 14/01649/PPP). The PPP was for a residentially-led mixed use development including primary school, commercial/community uses, open space, access, car parking and landscaping.

Condition 1(a) of the PPP required the approval of a site masterplan to establish a development layout and phasing programme for built development, road and footpath provision, open space provision, tree and shrub planting and woodland management. This was approved on 22 December 2016.

This proposal is for phase two and comprises 293 residential units with associated infrastructure works.

The site is to be delivered in four phases. Phase one, providing 199 units (7.88 hectares), is now under construction. The AMC application for phase three is for 315 units (12.32 hectares) and is to be considered at this Committee along with the AMC application for phase two. Phase four (approximately 4.3 hectares) is still to be submitted. In total the three AMC applications submitted to date include the delivery of over 800 dwellings. This number of units is higher than the HSG 24 estimated capacity of up to 650 units outlined in the LDP site brief.

The PPP did not impose a restriction on the number of units that can be delivered. However, some of the supporting information, including education, transport and air quality were based on an approximate figure of 650. The implications of this are assessed below.

The masterplan advises that the site could accommodate around 700 homes, but this is dependent on what density of development is brought forward in each phase.

Policy Hou 1 of the LDP gives priority to the delivery of the housing land supply and relevant infrastructure on suitable sites. Therefore, the principle of the development is acceptable provided proposals are compatible with relevant policies in the plan. The proposed layout represents an efficient use of greenfield land and complies with the density principles indicated in the masterplan.

b) Acceptability of the Details

Condition 1 (b) Siting, Design and Height

Policies Des 1 to Des 9 of the Edinburgh Local Development Plan (LDP) set out the policy framework for the design of developments. Also relevant is the masterplan for this site, approved under condition 1(a), and the Edinburgh Design Guidance (2017). The masterplan sets out key principles for the development of the site, including a hierarchy of streets, density, SUDS, open space and parks, connections to neighbouring sites, car parking and landscaping.

A Landscape and Visual Impact Assessment, submitted in support of the PPP, has determined appropriate building heights and densities across the wider site. This information was used to inform the masterplan to ensure a variety of building types and heights can be implemented to help create and define interesting streets and spaces.

The proposal is laid out around a hierarchy of streets and development blocks which are positioned generally in accordance with the approved masterplan for this part of the site. The density broadly complies with what has been set out in the masterplan with higher density development comprising blocks of continuous frontage located along the primary streets, around the SUDS areas, and overlooking the open space. The secondary and tertiary streets will be lower density areas with semi-detached and detached housing.

In terms of the density, if the entire site were to be built out to a total of 650 units as estimated in the LDP site brief, discounting the school site, this would result in a development of 19 units per hectare. Under the current proposals, the first three phases would deliver 27 units per hectare. The Edinburgh Design Guidance encourages increased density in suburban areas where it can help to sustain services such as shops and public transport. Higher densities allow land to be used more efficiently, helps regeneration and minimises the amount of greenfield land being taken for development. The density of phase two will be 30 units per hectare, which is a medium suburban density. This is appropriate for this type of development and the layout is compatible with existing housing developments in this part of Gilmerton.

In terms of the design of the houses and flats, there are a range of different house types proposed throughout the site, finished in a range of materials. The use of brick is appropriate as it is commensurate with the materials on the existing housing area to the west. In addition, the proposal incorporates site-specific design elements, for example, key plots have been identified at corner sites which will have active gables incorporating additional windows and landscaping. This adds suitable visual interest and is appropriate in this location.

Overall, the siting, design and height of the development complies with the relevant policies, guidance and the masterplan. The proposal is acceptable for this phase of the development.

Condition 1 (c) Design and Configuration of Public and Open Spaces

The masterplan sets out the principles for the design and configuration of public and open spaces, including the SUDS areas. All of the areas of open space have been designed to be overlooked by housing ensuring they are safe and pleasant. A central square and secondary civic space are provided at crossroads within the development. These areas are local focus points fronted by adjacent buildings and creating spaces for people to meet and gather. The central square reflects its position adjacent to the school by providing a direct visual and physical link with the school site.

The configuration and location of some of the open space and SUDS features has been altered due to potential issues highlighted in technical reports which support the application. The SUDS park adjacent to Gilmerton Station Road has had to be increased in size to ensure it has sufficient capacity to accommodate water run-off from a storm event. Additionally the location of mineshafts beneath the site has led to the relocation of one of the civic spaces. These changes are acceptable and the development delivers safe and pleasant areas of open space in line with the principles of the masterplan.

Details of surface materials to be used across the development will be required by condition. These materials should complement those used at phases one and three.

The design and configuration of the public open spaces are integrated with the layout of the site and will contribute toward the creation of a pleasant environment for residents.

Conditions 1 (d) and (e) Car and Cycle Parking, Road Layouts, Footpaths and Cycle Routes

Policy Des 7 of the LDP seeks to enhance connectivity across sites. The provision of foot/cycle path connections around the site and to neighbouring developments is also a key principle within the masterplan.

A pedestrian/cycle path will be provided to the west of the site connecting to the existing network on Ravenscroft Gardens. A further linkage will be provided to Ravenscroft Street via an existing farm track which serves as a public right of way.

A 3.5 metre wide shared pedestrian/cycle path will be provided alongside the Gilmerton Station Road boundary, separated from the main road by a wide verge and a line of trees. This will create a strong edge to the site while providing a safe and pleasant environment for pedestrians and cyclists.

The street and pedestrian/cycle path layout will contribute to connectivity through the site and create links to existing and proposed developments within the wider area.

Some of the objections to the development, including from Gilmerton Inch Community Council, refer to the potential increase in traffic and the impact on the existing road network around the site. The impact of additional traffic was considered at the PPP stage. At this time it was recommended that the increase in traffic caused by the development is acceptable subject to the reconfiguration of the Gilmerton Crossroads junction with an access and parking strategy for Drum Street to alleviate congestion caused by parked cars. A planning obligation is in place to secure the junction upgrade. Additionally the obligation will provide: a cycle pedestrian crossing on Drum Street, a traffic order for a lower speed on Gilmerton Station Road, an upgrade to local bus stops, a new footway along Gilmerton Station Road and a pedestrian crossing on Gilmerton Station Road. Together these measures will offset the impact of the new development and create a more pedestrian and cyclist friendly environment around the site.

The obligations have been reconsidered in the context of the increase in unit numbers over that which were assessed in the Transport Assessment for the PPP. The infrastructure works already required to offset the impact of the wider development on the local road network are also sufficient to alleviate the minor impact caused by the additional houses.

Car parking spaces and cycle parking are provided in line with Council guidance and is acceptable.

Overall, the development creates links with adjacent sites and encourages walking and cycling through the provision of dedicated multi-user paths. There are no issues arising in terms of traffic or road safety.

Condition 1 (g) and Condition 6 Surface Water and Drainage Arrangements

The proposal includes a SUDS basin and a separate area of underground storage. The slopes of the SUDS basin will have a gradient of not more than 1:6 to enable it to be maintained by grass cutting machines. Underground storage tanks are only to be used in exceptional circumstances on greenfield sites, early discussions with Scottish Water, Flood Prevention and Planning have agreed they are acceptable in this location provided they are accompanied by landscaping which maximises their biodiversity and recreational benefits.

The Council's Flood Prevention section has confirmed that it has assessed all the information submitted by the applicant relating to flood risk and surface water management. It is satisfied that the applicant has met the requirements set by the Council with regards to flood risk assessment and surface water management. SEPA has also confirmed that they are satisfied with the applicants SUDS proposals.

Transport have requested a condition requiring the submission and agreement of a maintenance schedule for the SUDS area.

The information provided accords with the requirements of condition 1(g) and condition 6 in relation to SUDs and is acceptable.

Condition 1 (f) Waste Management and Recycling Facilities

Individual refuse and recycling storage areas are provided for each house, accessible from respective rear lanes to each garden of terraced or townhouses. For flatted blocks, internal refuse and recycling storage areas are provided at ground floor level. All calculations for waste and recycling provision have been based on CEC's Waste Management Guidance.

Waste Services has confirmed that all the information provided in relation to waste provision is acceptable.

Condition 1 (h) Existing and Finished Ground Levels in Relation to Ordnance Datum

Details of the existing and finished levels to a fixed point Above Ordnance Datum (AOD) are shown on the engineering drawings. These drawings show levels in relation to existing and proposed features including roads, footpaths, parking spaces, public/private gardens, retaining walls etc. Finished floor levels are also included on the site layout plan.

The information provided in this respect is acceptable.

Condition 1 (i) Full Details of Sustainability Measures in Accordance with Edinburgh Standards for Sustainable Building

The applicant has submitted a sustainability statement in support of the application. The proposed development will meet current Building Standards, and will be constructed on greenfield land. The proposal is a major development and has been assessed against Part B of the standards. The points achieved against the essential criteria are set out in the table below:

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

The proposal meets the essential criteria.

Condition 1 (j) Hard and Soft Landscaping Details, Including: (i) Walls, Fences, Gates and Other Boundary Treatments

Although the landscape plan is not to be approved at this stage, the areas to be landscaped and the principles of the landscaping have been submitted to ensure that this requirement will not impact on the development layout in future and will tie through with what has been delivered on phase 1.

Boundary treatments are of particular importance, with hedges and walls proposed for edges to the street or public spaces. Hedges will also be provided along the front of dwellings on primary streets and to create defensible space for the flats. Timber fencing is only used on rear gardens.

The information submitted shows the appropriate use of high quality boundary treatments on all public edges helping to define the spaces and forming an important element of the streetscape.

The landscaping plan for the site is not approved at this stage and will be subject to a subsequent AMC.

c) Amenity

The mix of unit sizes and house types has a significant impact in ensuring a varied and sustainable community. This mix should respond to the differing needs of residents, immediate site conditions and to citywide objectives. The Edinburgh Design Guidance states that in schemes with 12 units or more, 20% of the total number of homes should be designed for growing families. These types of homes should have three or more bedrooms, have good levels of storage and have direct access to private gardens or safe play areas for children.

This proposal provides 61% of properties across the site with three or more bedrooms. These are in the form of terraced, semi-detached and detached houses and are proportioned with at least 90 square metres of internal floor space, which exceeds the minimum threshold in the guidance. There is adequate storage within these properties and, with the exception of the properties within the flatted blocks, they benefit from direct access into a garden. The site has been designed to ensure the majority of houses are separated by back gardens of at least 9 metres. This will ensure that sufficient distance is provided between the windows to ensure that privacy is afforded between the new properties as well as to the existing dwellings to the north and west of the site. The properties have also been positioned within the site to ensure that there are no issues in relation to daylighting or sunlight.

In terms of the flats, all are dual aspect and will receive acceptable amounts of sunlight and daylight. Areas of external amenity space are provided for the flats ranging from 16 to 21 square metres per flat for the different blocks, which is in excess of the minimum required.

A Noise Impact Assessment (NIA) has been submitted in support of the application. The assessment states that the main sources of noise will be from Gilmerton Station Road and the city bypass. The NIA further advises that some gardens closest to Gilmerton Station Road are capable of being affected detrimentally by road noise. The properties located along the Gilmerton Station Road will act as an acoustic barrier for the rest of the development site. However, the affected areas are at the front of properties that also have their principal gardens to the rear. Therefore, the occupiers of the properties will not be affected by road noise within their principal garden space.

Overall, the design of the units is in accordance with the Edinburgh Design Guidance and will provide adequate amenity for future and neighbouring occupiers.

The rear gardens of the new development will directly back onto the gardens of the existing properties on Ravenscroft Gardens. A cross-section has been provided showing the potential impact on the closest property to the development on Ravenscroft Gardens in terms of loss of daylight and sunlight. The section demonstrates that the development will not detrimentally impact on the existing properties.

The development is acceptable and will provide adequate amenity for future occupiers as well as existing neighbours.

d) Air Quality

This AMC application is to build out the site broadly in line with the approved development brief and masterplan. However, the information provided in support of the PPP was based on a site capacity of 600-650 units and the proposals now coming forward are increasing this number to approximately 800-850 units. This in turn will have an impact on air quality above what was previously anticipated.

In order to mitigate this impact, Environmental Protection has recommended that the applicant considers the latest Edinburgh Design Guidance with regards to introducing electric vehicle charging points for the development. The applicant has stated a willingness to install ducting for the future provision of electrical car charging points to service the adopted parking areas within the development.

Environmental Protection has also advised that they would be willing to work with the developer to produce a bespoke Green Travel Plan to encourage sustainable transport and incentives to encourage new homeowners to use local public transport and car clubs. Condition 11 of the PPP requires a Travel Plan setting out measures to promote walking, cycling and the use of public transport to be submitted and approved by the planning authority. This condition is not under consideration as part of this application and will have to be submitted within 12 months of the first residential property being occupied.

Overall, the biggest impact on air quality affecting the development will be from vehicle emissions. The layout and infrastructure provided for the development will encourage the use of sustainable methods of transport that will go some way to offsetting its impact on air quality. Therefore, in terms of air quality, the development is acceptable.

e) Other Material Considerations

Archaeology

The application site is considered to occur within an area of archaeological significance, containing remains relating to the development of Gilmerton from possibly prehistory through to the early 20th century industry (mining and quarrying). As a result a condition was attached to the PPP requiring the undertaking of a programme of works.

The archaeological investigation has been conducted and showed that the site does contain significant archaeological remains primarily relating to historic mining, quarrying and post-medieval land management.

The investigation advises that ground breaking works will have a significant though moderate-low archaeological impact. Accordingly, it is essential that a programme of archaeological works (strip, map & record) is undertaken prior to/during development in order to fully excavate and recording any surviving archaeological remains.

The City Archaeologist has therefore requested that a condition be imposed to ensure that the necessary programme of works is conducted. This condition is already imposed on the PPP and will require to be discharged prior to the commencement of development of this phase.

Affordable Housing

The amount of affordable housing to be provided for the wider PPP site has been secured through a planning obligation. Of the total number of homes to be provided on this site, 25% will be affordable in line with Policy Hou 6. The affordable housing will comprise 33 flats and 41 houses of which 23 will have three bedrooms. The affordable housing will be integrated with the market housing and laid out around the school site and overlooking the SUDS. The proposed materials for the affordable housing are the same as the market housing and will appear "tenure blind".

The Council's Enabling and Partnerships section has confirmed that the affordable housing provision is acceptable.

Education

A unilateral obligation has been agreed for the PPP and includes a requirement for contributions toward education provision to the value of £16,703,426 (as index linked to quarter 4 2017). This contribution was calculated for the site as a whole and not on a per unit basis. The contributions that have been agreed at PPP stage will be applied toward education infrastructure to alleviate accommodation pressure at local schools.

The number of units now proposed for this site is more than what was assumed in the Education Appraisal. As this development progresses, the education infrastructure actions for these areas may have to be revised: a larger primary school at Gilmerton Station Road and additional secondary school capacity may be required.

Communities and Families have confirmed that there would be a sufficient contribution towards the delivery of the revised set of education infrastructure actions and will enable the impact of the first three phases of this development on education infrastructure to be mitigated.

Biodiversity

A survey has been undertaken which highlighted that there are no buildings on the land or trees capable of supporting bat roosting and therefore no adverse impact on the species as a consequence of the development of the land as proposed. Should any other protected species, such as barn owls be found on site, then the applicant will need to comply with the relevant legislation for protected species. An informative can be added to this effect.

f) Public Comments

Material Comments - Objections

- Impact on barn owls in the area - addressed in section 3.3(e);
- Additional congestion in the area - addressed in section 3.3(b);
- Increased noise - addressed in section 3.3(c);
- Impact on privacy of existing properties - addressed in section 3.3(c);
- Loss of daylight to existing properties - addressed in section 3.3(c);
- Too many houses being built in this area - addressed in section 3.3(a and b);
- More houses than originally proposed - addressed in section 3.3(a and b);

- The pathway to Ravenscroft Gardens will attract additional footfall to the quiet cul-de-sac - addressed in section 3.3(b);
- The right of way along the farm track is well used by existing residents and should be maintained - addressed in section 3.3(b);
- Impact on local schools and medical practices - addressed in section 3.3(e); and
- Lack of cycle/footpath connections around the site and to neighbouring sites - addressed in section 3.3(b).

Conclusion

The development is in accordance with the planning permission in principle and the approved masterplan for the wider site. The layout, siting, design and scale are acceptable. The proposed development will not give rise to any adverse impacts on amenity for existing or future residents. Measures are proposed as part of the development of the wider site to mitigate any impacts on traffic, road safety and air quality within the local area. Overall, the proposed development is acceptable.

It is recommended that this application be Approved subject to the details below.

3.4 Conditions/reasons/informatives

Conditions:-

1. A detailed specification, including trade names where appropriate, of all the proposed surface materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

Reasons:-

1. In order to enable the Planning Authority to consider this/these matter/s in detail.

Informatives

It should be noted that:

1. For the avoidance of doubt, condition 1 (j)ii-iii, v-vii, 2-5 and 7-12 of 14/01649/PPP are not discharged through this approval and will be subject to further AMCs or the submission of further information, as appropriate.

Condition 1(c) is partially discharged subject to the agreement of surface finishes.

2. A legal agreement has been concluded in respect of this application and is available to view on the Council website.
3. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.

4. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
5. As soon as practicable upon the completion of each phase of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
6. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures and layout. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details. For the avoidance of doubt, the road layout is not approved at this stage.
7. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
8. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property.
9. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Planning and Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport.
10. Ducting for the future provision of electrical car charging points to service the development should be installed in all communal parking areas.

Financial impact

4.1 The financial impact has been assessed as follows:

As detailed in the report under section 3.3(e) there is no shortfall in education provision as the obligation attached to the planning permission in principle includes a requirement for contributions to education provision which is sufficient to cover phases 1, 2 and 3 of the proposed development.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 3 January 2018. Fourteen objections were received, including one from Gilmerton Inch Community Council, objecting to the application.

An assessment of the material considerations raised is included within the main report in the Assessment section.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

The site covers phase 2 of housing proposal HSG 24 as allocated in the adopted Edinburgh Local Development Plan.

Date registered

18 December 2017

Drawing numbers/Scheme

01-23, 24A, 25, 29-30, 39-52,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Alexander Gudgeon, Planning Officer

E-mail:alexander.gudgeon@edinburgh.gov.uk Tel:0131 529 6126

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Des 9 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Non-statutory guidelines - EDINBURGH STREET DESIGN GUIDANCE - Edinburgh Street Design Guidance supports proposals that create better places through the delivery of vibrant, safe, attractive, effective and enjoyable streets in Edinburgh. It sets out the Council's expectations for the design of streets and public realm.

Appendix 1

Application for Approval of Matters Specified in Conditions 17/05883/AMC

At Land 292 Metres West Of 10, Gilmerton Station Road, Edinburgh

Approval of matters specified in conditions 1 (b)-(j)i, iv and 6 of Planning Permission in Principle 14/01649/PPP for the erection of 293 residential units with associated infrastructure works (as amended).

Consultations

Affordable Housing

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Housing requirements by tenure are assessed in line with the Affordable Housing Policy (AHP) for the city.

o The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 residential units or more.

o This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.

2. Affordable Housing Provision

This application is for a development consisting of approximately 293 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% homes of approved affordable housing tenures, so if 293 homes were built this would be a requirement for 74 affordable homes.

We note the developer has entered an early dialogue with Dunedin Canmore Housing Association (DCHA) to take forward the affordable homes and we would support this partnership to provide representative mix of affordable housing on site.

To note, the proposal as it stands is to provide 44% or 33 affordable flats. Whereas an affordable mix, representative of the mix of the private housing, would be for 15 (20%) flats only, not the 33 currently being provided.

The delivery mechanism and tenure type is not something which can be agreed to at this stage and nor does it need to be. The terms of the Unilateral Undertaking under Section 3 of the agreement, in connection with this development, require this to be agreed prior to commencement of development. However, for the sake of clarity, we will only support the delivery of the AHP requirement at this site for an RSL, we would not support any of the affordable housing for Golden Share.

3. Summary

The applicant has made a commitment to provide on site affordable housing and this is welcomed by the department. Early discussions have been held with DCHA as the affordable delivery partner.

- o DCHA identified as development partner*
- o 25% of affordable housing is required to be delivered onsite for an RSL,*
- o The affordable housing includes a variety of house types and sizes to reflect the provision of homes across the wider site*
- o In the interests of delivering mixed, sustainable communities, the affordable housing will be expected to be identical in appearance to the market housing; an approach described as "tenure blind"*
- o For clarity, we will only support the delivery of affordable housing for an RSL, we would not support any of the 25% AHP allocation for Golden Share.*

We would be happy to assist with any queries on the affordable housing requirement for this application.

Archaeology

Although archaeological work has been agreed and completed for phase 1 (excluding school site) the same is not the same for these two Phases. As you can see from my attached response to the PPP applications in 2014 a phased programme of work is stipulated the initial phase being the undertaking of a phase of archaeological evaluation (10%) combined with metal detecting survey prior to the submission of future AMC/FUL applications.

This is necessary so that future mitigation can be agreed and also if necessary preservation in situ can occur, the later could require significant changes to site design/layouts. To date this work has not been undertaken nor agreed (the work undertaken to date by AOC only covered the Phase 1 site). Accordingly I'm not in position to recommend approval of either of these two applications in deed would be recommending refusal as don't have sufficient information to determine the impacts of these two detailed layout masterplans.

It is therefore essential that the required evaluation works are undertaken as soon as possible. Happy to discuss further

Coal Authority

Thank you for your consultation letter of 28 December 2017 seeking the views of The Coal Authority on the above planning application.

The Coal Authority is a non-departmental public body sponsored by the Department for Business, Energy & Industrial Strategy. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

The Coal Authority Response: Material Consideration

Before work begins, Condition 7 of planning permission 14/01649/PPP requires a detailed Report on Site Investigations to be submitted for the consideration of the planning authority. Thereafter, the condition requires no development to take place until the remedial measures identified in the submitted report have been carried out. Finally, the condition requires the mine entries to be grouted and capped and documentary evidence to be submitted to certify that the approved measures have been carried out in consultation with both the Coal Authority and SEPA, before construction on site begins.

In terms of providing comments in relation to this planning application, it is noted that the submission is an application for approval of matters specified in conditions in respect of permission in principle reference 14/01649/PPP and that the proposed layout avoids all of the recorded mine entries, the conjectured positions of which are within the planning boundary.

On the basis that coal mining legacy related issues are able to be addressed at a subsequent future stage, which ultimately may ensure the further treatment of the coal mining legacy features, The Coal Authority has no objection to this planning application.

Communities and Families - 24 January 2018

The impact of developing this site was assessed as part of the application for planning permission in principle. The legal agreement attached to this permission will secure a contribution from the development in order that new education infrastructure can be delivered.

Updated Response - 9 June 2018

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (January 2018), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2018).

Residential development is required to contribute towards the cost of delivering these education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the draft Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Assessment and Contribution Requirements

Assessment based on:

154 Flats (1 one bedroom flat excluded)

653 Houses

This site falls within Sub-Area LG-1 of the 'Liberton Gracemount Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The proposed number of units now proposed for this site are more than what was assumed in the Education Appraisal. If this development progressed, the education infrastructure actions for this areas may have to be revised: a larger primary school at Gilmerton Station Road and additional secondary school capacity may be required.

There is a legal agreement attached to the original outline consent for the Gilmerton Station Road (14/01649/PPP). The Planning service has advised that the terms of this agreement are applicable to this application and that if the required payment was indexed to Q4 2107 it would have a value of £16,703,426.

This would be a sufficient contribution towards the delivery of the revised set of education infrastructure actions and will enable the impact of the first three phases of this development on education infrastructure to be mitigated.

Environmental Assessment

This application is seeking to approve matters specified in condition 1,6,and 10 of planning permission in principal 14/01649/PPP for the erection of 316 residential units. Environmental Protection had recommended that the 14/01649/PPP application was refused due to the likely adverse impacts a development of that density will have on local air quality. Issues were also raised regarding potential noise impacts from the Gilmerton Station Road and the City Bypass. Consent was granted and now the applicant is wanting the following conditions approved the relevant conditions to Environmental Protection are as follows;

1. Plans and particulars of the matters listed below shall be submitted for consideration by the planning authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the planning authority has been given, and the development shall be carried out in accordance with that approval. For the avoidance of doubt, no approval is hereby given to the layout shown in the illustrative masterplan which forms part of the application for planning permission in principle.

(b) for each phase of the development, a plan detailing the siting, design and height of development, including the design of all external features and glazing specifications (including acoustic capabilities);

(j) hard and soft landscaping details, including: i. walls, fences, gates and any other boundary treatments

The consent allows the site to be developed to include up to 650 residential dwellings, a primary school, commercial/community uses together with associated parking and landscaping. The site is currently agricultural land with existing residential properties located to the north with agricultural land to the west. The site is bounded by Gilmerton Station Road to the south and Drum Street to the east. There is a residential development currently under construction to the east. There are numerous industrial and commercial activities on the triangulated industrial estate to the east of Gilmerton Station Road, including a waste recycling centre, scrap metal yard, scaffolding yard, a bottled gas depot and a vehicle repair workshop. Generally, all commercial activities take place during normal daytime hours with the exception of scaffolding operations which can commence at 6:30am.

Environmental Protection had raised concerns regarding this development including the impacts the development may have on local air quality, odour and noise impacts from neighbouring commercial uses and local roads, possible light pollution from the new school and contaminated land. The applicant had addressed some of these issues and where appropriate had submitted supporting documents at the PPP stage and has now submitted further details on noise and ground investigation works as part of this AMC application.

Local Air Quality

Due to the size and density of the PPP development Environmental Protection requested that the applicant assessed the potential impacts this proposed development may have on the local air quality considering any other developments in the area. It was noted at the PPP stage that not all recommended developments had been considered. The applicant's supporting air quality impact assessment in which dispersion modelling was undertaken to quantify pollutant concentrations across the site and predict air quality impacts as a result of emissions associated with traffic generated by the development. Exceedences of the relevant air quality objectives were not predicted at any location across the development. Predicted impacts on nitrogen dioxide and Particulate Matter₁₀ concentrations because of operational phase emissions were predicted to be negligible within the vicinity of the site. The air quality impact assessment highlighted that mitigation measures would be required for the construction phase to ensure dust was controlled. Environmental Protection had considered the assessment and did not accept its findings; as none of the other nearby development sites have been considered as committed development as recommended by Environmental Protection. Therefore, the worst-case scenario had not been assessed. Another contributing factor was the density of the proposed development which was significantly above that in the Local Development Plan at that time.

Planning have advised Environmental Protection with regards the level of input Environmental Protection can have with regards this consented site local air quality impacts. Planning have advised that if the AMC applications that are now forthcoming propose to build out the site broadly in line with the approved development brief for the site then Environmental Protection can't revisit the air quality issue in terms of the principle of the site for housing. However, the LDP site brief and the information provided previously was based on a site capacity of 600-650 units. The proposals now coming forward are increasing this number to approximately 800-850 units, which in turn will have an impact on air quality above what was previously anticipated which was already a cause for concern and a reason for Environmental Protection recommending refusal.

Environmental Protection would strongly recommend that the applicant considers the latest Edinburgh Design Standards with regards introducing electric vehicle charging points for all the proposed residential units. Environmental Protection would also be willing to work with the developer to produce a bespoke green travel plan to encourage sustainable transport. Incentives to encourage new homeowners to use local public transport and car clubs could be included in travel plans.

Environmental Protection shall make recommendations in the form of an informative to ensure the construction phase impacts are considered. The applicant should be encouraged to develop a construction environmental management plan which is endorsed by all development sites in the area to minimise environmental impacts on neighbours

Noise

Environmental Protection raised concerns at the PPP stage regarding the possible impact noise may have on the amenity of the newly proposed residential properties. The development site is exposed to noise from road traffic and commercial activities from the industrial estate. The applicant had submitted a noise impact assessment in support of the PPP application. That noise impact assessment had demonstrated noise can be mitigated by careful building layout and design along with 2m high acoustic barrier and appropriate insulation can provide a reasonable level of protection for amenity for gardens and habitable rooms. Environmental Protection were satisfied that noise could be mitigated however the exact specifications of the mitigation measures will be required in the form of a noise impact assessment when more details of the proposed development are available. The applicant has submitted a supporting noise impact assessment with regards conditions 1b, J and 9. The principle of an acoustic barrier was established at the PPP stage and is considered necessary by Environmental Protection to ensure a reasonable level of amenity can be provided to the garden areas closest to the Gilmerton Station Road and By-pass.

With regard to reasonable levels of environmental noise in external amenity areas (gardens) the World Health Organisation Document Guidelines for Community Noise recommends that, to prevent most people being moderately annoyed during the daytime, the sound pressure level should not exceed 50dB LAeq. This criterion has been applied to assess the suitability of predicted noise levels in the proposed gardens. Most of principle gardens are protected from road traffic noise by the local acoustic screening effects afforded by intervening development (Homes located closest to Gilmerton Road). Therefore, the properties located along the Gilmerton Station Road will act as an acoustic barrier for the rest of the development site.

The applicants noise impact assessment has highlighted that there will be a small number of gardens in the south-east corner of the development where principle gardens are more exposed to the effects of road traffic noise because of the residential layout. The applicant has advised that where principle gardens have a direct line of sight on to Gilmerton Station Road, a close-boarded timber fencing should be incorporated along the boundary of height approximately 1.8m. It is noted that the height of the proposed fence has been reduced from the 2m fence proposed at the PPP stage and also was required to mitigate noise from the by-pass.

The applicants noise impact assessment has highlighted that Close-boarded fencing should be fabricated from material with a minimum surface density of 12 kg/m² will be required to mitigate traffic noise. All materials should be non-hygroscopic, rot proof and vermin proof. The fence should be constructed with longevity in mind and should be maintained such that its acoustic performance does not reduce with time. In order avoid compromising the acoustic performance of the fence, there should be no air gaps through the structure, such as between the fence and the ground or between any individual panels or boards.

Environmental Protection require this proposed acoustic barrier to be erected or the proposed garden areas to be moved beyond the affected areas. Planning have advised that the acoustic barrier is not something that can be conditioned therefore Environmental Protection will not be in a position to support the AMC conditions relating to noise impacts from road noise.

Contaminated Land

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that the condition remains attached to ensure that contaminated land is fully addressed. It is also noted that the application does not request this condition to be considered.

Therefore, on balance Environmental Protection cannot support the approval of matters that concern noise impacts from transport noise. Furthermore, if the density of the consented PPP application is exceeded then Environmental Protection would also have serious concerns with the potential unassessed impacts on local air quality. The following condition should remain until the contaminated land reports have been fully assessed;

- 1. Prior to the commencement of construction works on site:*

(a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

(b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

Informative

1. All residential properties with private driveways shall be provided with 7Kw (type 2) electric vehicle charging points. Full technical details available in the Edinburgh Design Standards (2017).

2. All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.

3. The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.

4. Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.

5. Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.

6. All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.

7. Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.

8. This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.

9. *No bonfires shall be permitted.*

Roads Authority Issues

No objections to the application subject to the following being included as conditions or informatives as appropriate. The Conditions set out in the Appeal Decision Notice dated 18 January 2016 (Planning Appeal Ref. PPA-230-2137) is relevant:

1. *The applicant to be required to provide secure and undercover cycle parking in accordance with the Council's parking standards;*
2. *All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures and layout. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details. For the avoidance of doubt, the road layout is not approved at this stage. A Quality Audit has been submitted;*
3. *The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
4. *Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;*
5. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Planning and Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport;*
6. *Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;*
7. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Chief Planning Officer.*
- 8.

Note:

- o Car parking provision is understood to be 100% for affordable units, 150% for private terraced units, and 200% for private houses. This is considered acceptable under the Council's former parking standards which applied at the time of appeal decision, 18 January 2016.*

Scottish Water

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water

- There is currently sufficient capacity in the Glencorse Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

- There is currently sufficient capacity in the Edinburgh PFI Waste Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not normally accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

- Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd

Tel: 0333 123 1223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.

- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

- Please find all of our application forms on our website at the following link
<https://www.scottishwater.co.uk/business/connections/connecting-yourproperty/new-development-process-and-applications-forms>

Next Steps:

- Single Property/Less than 10 dwellings

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

- 10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

- Trade Effluent Discharge from Non Dom Property:

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can

be found using the following link <https://www.scottishwater.co.uk/business/ourservices/compliance/trade-effluent/trade-effluent-documents/trade-effluent-noticeform-h>.

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com.

If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team on 0800 389 0379 or at planningconsultations@scottishwater.co.uk.

SEPA - 19 January 2018

We ask that the planning condition in Section 1 be attached to the consent. If this will not be applied, then please consider this representation as an objection. Please also note the advice provided below.

1. Energy Statement

1.1 We require that substantial developments ensure their heat demand is met from district heating, subject to the outcome of a feasibility statement. This can be achieved through onsite heat generation, co-location with an existing or proposed heat source (including Energy from Waste facility or other facility which produces heat/power including excess or waste heat), or an existing or proposed heat network off site.

1.2 The development must enable connection to a heat network or heat producer, unless it can be demonstrated to your authority that this would not be feasible. An Energy Statement informed by a Feasibility Study should be provided for assessment by your authority demonstrating how the proposal will meet the requirements for providing district heating onsite. This should be prepared in line with the Scottish Government's online planning advice Planning and Heat and assess the technical feasibility and financial viability of heat network/district heating for this site, identifying any available existing or proposed sources of heat (within or outwith the site) and other factors such as where land will be safeguarded for future district heating infrastructure.

1.3 Please note that we will not audit Energy Statements or Feasibility Studies as the responsibility for this lies with your authority. However we expect them to be undertaken to demonstrate full consideration of how the proposed development can contribute towards Scotland's climate change targets in line with our Public Body Duties under the Climate Change (Scotland) Act 2009 to act "in the way best calculated to help deliver the emissions reduction targets and the statutory Adaptation Programme" and "in a way we consider is most sustainable."

1.4 Applicants should provide evidence of how the national heat map and/or relevant local authority heat maps (where available) have been used to maximise potential connections / co-location between heat providers and high heat demand users when considering site selection for developments involving heat/power. Consideration of heat mapping should maximise opportunities for the co-location of 'high heat demand' developments with heat supply sources, like energy from waste facilities, to maximise the provision of energy efficient and low carbon heat networks and district heating installations.

1.5 Heat Maps clearly show where there are areas of heat use and heat generation, and can therefore be used as locational criteria for new heat providers, or for new development sites which could utilise the heat being generated. Heat maps are intended for a number of uses, including in planning new developments, and identifying heat network feasibility. They also identify existing heat providers, particularly those that produce heat as "excess" or "waste" who can connect to heat networks, utilising heat that was previously "wasted".

1.6 A Design and Access statement which demonstrates how the findings of the Energy Statement have been incorporated into the design and layout of the proposed development should be provided. Where new developments are located adjacent to existing heat networks or district heating, the connection should be an integral part of the design to enable connection to take place at time of construction, unless it would not be viable or feasible to do so (the burden of proof is placed on the developer). Ensuring users can be connected to district heating networks is an essential part of delivering the Government's targets towards renewable and low-carbon heat. There are also significant opportunities within Scotland to make use of heat that is currently waste or excess, in particular from industrial facilities.

1.7 Where connections are intended to be made to proposed heat sources in the future, the design of new developments should incorporate space to 'safeguard' the future provision of pipework, energy hubs or other associated heat infrastructure to ensure that the subsequent connection to a proposed district heating network can be undertaken (if not already proposed within the original design) without causing disturbance to buildings or infrastructure. This applies to all new significant/anchor development (i.e. developments with a significant heat load or demand). Consideration should be given to potential barriers or restrictions on making district heating connections, for example when planning new key infrastructure such as bypass roads which may interrupt the route of district heating pipeworks.

1.8 Creating links between heat producers and heat users is essential to create heat networks and accords with guidance in SPP. In order to deliver the Scottish Government's targets for 40,000 homes to be heated through heat networks, new developments need to be designed to incorporate district heating. Where substantial new developments are planned, the opportunity arises for providing a heat network within the site and for this to be required and designed in at the earliest stages. New developments have a role to play in not only establishing and creating these networks, but also in connecting to networks to make use of heat that is being captured.

1.9 We therefore require that a condition be attached for an Energy Statement to be submitted as part of any Application for Matters Subject to Conditions.

2. Foul Water Drainage

2.1 We note that the foul drainage from the site will be discharged to this public sewerage system vested by Scottish Water.

2.2 The applicant should deal directly with Scottish Water to ensure that the additional flow arising from this development can be accommodated in the sewer network without causing or contributing to the premature operation of consented storm overflows.

3. Surface Water Drainage

3.1 The discharge of surface water to the water environment this must be in accordance with the principles of the SUDS Manual (C753) which was published by CIRIA in November 2015. The applicant should consult with Scottish Water in relation to the discharge of surface water into their sewer network. We are satisfied with the information provided by the applicants in respect of their SUDS proposals.

3.2 The discharge of surface water must comply with the terms of the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended). Further information on this matter can be found on our website at http://www.sepa.org.uk/water/water_publications.aspx. However the design of the drainage system must be site specific and dependent upon the contaminants at the site, the remediation strategy and the risks posed by any residual contamination, in addition to the normal design considerations.

4. Waste Management

4.1 The applicant should ensure that they use approved contractors that have the appropriate permits and authorisations to crush/screen any on site inert waste. The developer should recycle and manage waste disposal in accordance with the waste management "Duty of Care".

Detailed advice for the applicant

5. Energy Statement

5.1 Set out in the paragraphs below, for the applicant, are links to relevant sources of information and guidance with regards feasibility assessments and energy statements.

5.2 Our Development Management Guidance and associated Background Paper can be found on our website here: <http://www.sepa.org.uk/environment/land/planning/advice-for-planning-authorities/>.

The Background Paper sets out why SEPA comments on this matter and adds background to our position for both development plan and development management stages of planning. On page 28/ paragraph DM.13 there are links to example approaches in English Local Authorities on District Heating, feasibility assessments and energy statements.

5.3 The Scotland Heat Map is available here <http://heatmap.scotland.gov.uk/> and includes information on heat demand and potential heat supply, as well as existing and in-development heat networks.

5.4 Through Stratego, Scottish Futures Trust have been providing information on funding models for developing district heating networks. Information on the relevant presentation can be found here: http://www.heatandthecity.org.uk/about/workshops/stratego_project/stratego_coaching_session_1

5.5 Scottish Enterprise may also have useful information or contacts on this matter. <https://www.scottish-enterprise.com/services/attract-investment/renewable-energy-investment-fund/overview> and <https://www.scottish-enterprise.com/knowledge-hub/articles/guide/low-carbon-heat-opportunities>.

5.6 The Chartered Institute of Building Services Engineers (CIBSE) published a "Code of Practice" document which outlines essentially a project management approach towards developing a district heating network. It details every stage from design and layout of the network, product and material choice to ongoing maintenance and management of an operational network.
<http://www.cibse.org/knowledge/knowledge-items/detail?id=a0q200000090MYHAA2>

Regulatory advice for the applicant

6. Regulatory requirements

6.1 You may need to apply for a construction site licence under CAR for water management across the whole construction site. These will apply to sites of 4ha or more in area, sites 5 km or more in length or sites which contain more than 1ha of ground on a slope of 25 degrees or more or which cross over 500m of ground on a slope of 25 degrees or more. It is recommended that you have pre-application discussions with a member of the regulatory team in your local SEPA office.

6.2 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

Silvan House, 231 Corstorphine Road, Edinburgh, EH12 7AT, tel 0131 449 7296

If you have any queries relating to this letter, please contact me by telephone on 01786 452537 or e-mail at planning.se@spea.org.uk

Updated response - 12 April 2018

No request from us for the Energy Statement condition to be applied

Flood Prevention

I have reviewed the information sent through by Ross Slorach on Friday. The SWMP complies with our requirements and we have no further comment to make on that aspect.

I would note that a specific flood risk assessment has not been provided for this individual development. However, at the previous stage of the application under reference 14/01649/PPP a flood risk assessment was provided which covered the larger site before it was apportioned between individual housing developers. The findings of this FRA give CEC flood planning comfort that there is an acceptable level of flood risk at the site. One of the key risks was surface water management. This has been addressed by the applicant through the provision of a sustainable drainage system which has been certified by both the originating engineer and an independent consultant. Therefore, Flood Prevention are happy for conditions 1(g) and 6 to be considered satisfied with respect to this part of the phased development:

All in, flood prevention have no further comment to make on this application.

Waste and Cleansing Services

Waste and cleansing services takes no stance either for or against the proposed development but as a consultee would make the following comments:

Waste and Fleet Services would expect to be the service provider for the collection of waste as this appears to be a development of 294 homes on Gilmer ton Station Road. The application form refers to "Recycling/cycles areas are provided within curtilage of each plot". We would require further details before agreeing a waste strategy.

Please provide drawings of the location of the bin storage, types and quantity of bins and refuse vehicle collection point for each plot.

Please also provide a swept path analysis for vehicle manoeuvres.

Please provide estimated timescales of when this development will be complete and habited.

It is imperative that adequate provision is made for the storage of waste off street, and that cognisance is taken of the need to provide adequate space for the storage of segregated waste streams in line with the Waste (Scotland) Regulations which require the source separation of dry recyclable materials, glass, food, etc.

Adequate provision should also be made for the effective segregation of materials within the building not just at the point of collection. Adequate access must also be provided to allow uplift of waste safely from the collection point taking into consideration the traffic flows at this busy location.

In view of these factors the developer must contact Waste Services on 0131 469 5667 or hema.herkes@edinburgh.gov.uk at the earliest point for advice relating to their options so that all aspects of the waste & recycling service are considered i.e. access for vehicles, health & safety, presentation points for kerbside bins and/or boxes and size of storage areas required in residential gardens for all bins & boxes etc.

Please also see attached architects guidance and checklist.

Location Plan



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